

Roadside Inspection Program: What Inspectors Need to Know

The Roadside Inspection Program is important to the success of Comprehensive Safety Analysis 2010 (CSA 2010), the Federal Motor Carrier Safety Administration's (FMCSA) new safety program. Roadside inspectors serve as the first line of defense against carriers that pose a high crash risk and play an increasingly important role in improving commercial motor vehicle (CMV) safety.

Roadside Inspectors Making a Difference

Roadside inspection results are central to the new CSA 2010 Safety Measurement System (SMS). SMS uses roadside inspection results, along with crash reports, to evaluate carriers' current on-road safety performance, identifying those at highest risk for crashes for interventions. For that reason, roadside inspectors play an even more central role in roadway safety than ever before. By working to ensure the uniformity and high data quality of all inspections, inspectors will play an even greater role in helping to reduce CMV crashes throughout the United States.

CSA 2010 Impact on Roadside Inspection

FMCSA is testing the CSA 2010 Operational Model in several states. As part of the test, the FMCSA Inspection Selection System (ISS) and Query Central highlight carriers who are deficient in one or more of the seven Behavior Analysis and Safety Improvement Categories (BASICs) and recommend that inspectors look carefully at those areas during an inspection. CSA 2010's safety benefits rely on high quality documentation of both inspections with and without violations. Clean inspection results help to clear a carrier's safety profile and thereby enable enforcement resources to shift their focus to other carriers that have current safety problems.

All Inspections Count

Under CSA 2010, the role of the roadside inspector will not change. Roadside inspections will still be conducted in accordance with the North American Standard Driver/Vehicle Inspection Levels. Compliance and enforcement designed to advance CMV safety are still important. What will change is that **under CSA 2010, all roadside inspection results will count in compiling a carrier's safety profile**. This means that roadside inspections and results are more important than ever and will have a greater impact on roadway safety than ever before.

Desktop System

Under CSA 2010, FMCSA will update the ISS and Query Central underlying algorithm, but not substantively change the look or feel of the display. These systems will still make a pass/inspect recommendation and show a red, yellow, or green light based on the carrier's safety performance.

Web-Based System








ISS and Query Central will replace all information based on SafeStat (e.g. Safety Evaluation Area (SEA) values) with CSA 2010 BASIC information from SMS. In the short term, prior to national implementation, this means that some State Commercial Vehicle Information Exchange Window (CVIEW) systems may show blanks where SEA information is currently shown, until those systems are updated.

Roadside Violations and the Safety Measurement System

Safety-related violations found at the roadside are at the foundation of the new CSA 2010 measurement system. SMS, which will replace SafeStat, quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier or driver, and to monitor whether safety problems are improving or getting worse.

The Carrier SMS uses a motor carrier's data from roadside inspections (including all safety-based violations, State-reported crashes and the Federal motor carrier census) to quantify performance in seven BASICS.

Behavior Analysis and Safety Improvement Categories (BASICS) & Example Violations

	Unsafe Driving: Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner.	Speeding, reckless driving, improper lane change, and inattention. (FMCSR Parts 392 and 397)
	Fatigued Driving (Hours-of-Service): Operation of CMVs by drivers who are ill, fatigued, or in non-compliance with the Hours-of-Service (HOS) regulations. This BASIC includes violations of regulations pertaining to logbooks as they relate to HOS requirements and the management of CMV driver fatigue.	HOS, logbook, and operating a CMV while ill or fatigued. (FMCSR Parts 392 and 395)
	Driver Fitness: Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications.	Failure to have a valid and appropriate commercial driver's license and being medically unqualified to operate a CMV. (FMCSR Parts 383 and 391)
	Controlled Substances/Alcohol: Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.	Use or possession of controlled substances/alcohol. (FMCSR Parts 382 and 392)
	Vehicle Maintenance: Failure to properly maintain a CMV.	Brakes, lights, and other mechanical defects, and failure to make required repairs. (FMCSR Parts 393 and 396)
	Cargo-Related: Failure to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a CMV.	Improper load securement, cargo retention, size and weight, and hazardous material handling. (FMCSR Parts 392, 393, 397, & HM Violations)
	Crash Indicator: Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.	

In the CSA 2010 Operational Model, roadside inspectors lay the foundation for a stronger performance-driven national CMV safety program.

CSA 2010 is an FMCSA initiative to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information, visit <http://csa2010.fmcsa.dot.gov>